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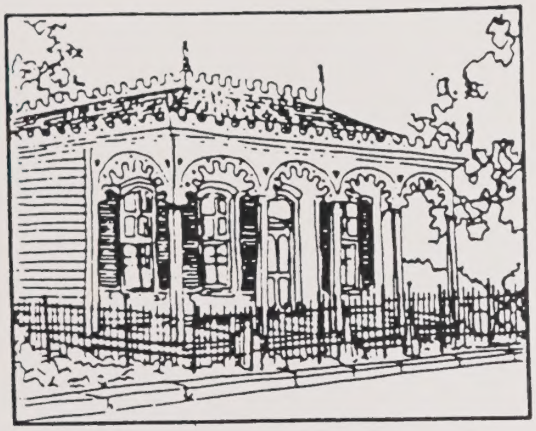

GENERAL PLAN UPDATE

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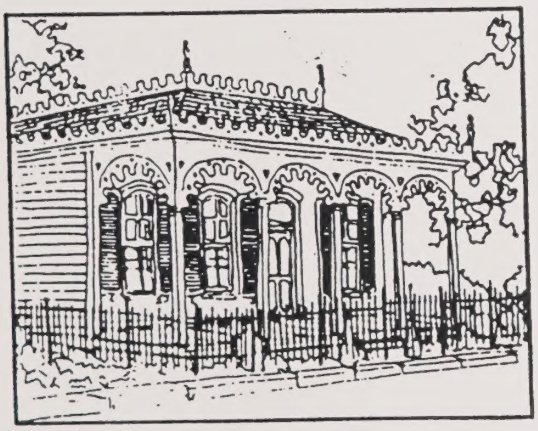
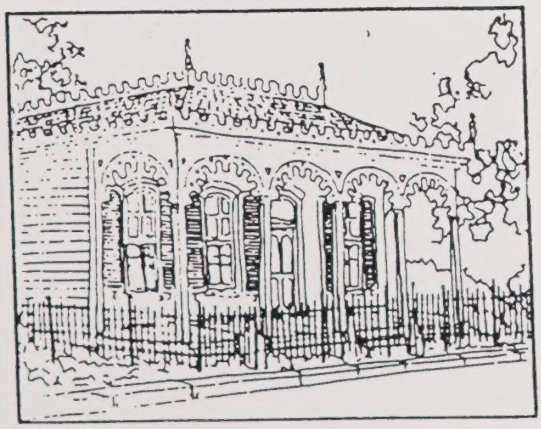


BICYCLE TRANSPORTATION PLAN



CITY OF CALISTOGA

VOLUME IV

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1.0 INTRODUCTION

This City of Calistoga Bicycle Transportation Plan is internally consistent with the other elements in the City of Calistoga General Plan. The Bicycle Transportation Plan is written in accordance with guidelines set forth in the California Bicycle Transportation Act, section 891.2 (S.B. 1095, Ch. 517, Article 3). The procedures utilized in the creation of this Plan ensure eligibility for Bicycle Lane Account (BLA) and Transportation Development Act (TDA) funding sources for projects contained in this Plan. This Plan should be eligible for other unidentified funding sources as well.

1.1 History

The Calistoga Bicycle Advisory Committee was created on July 20, 1993 when City Council appointed three community members to this committee. The first Bicycle Advisory Committee (BAC) meeting was held on September 13, 1993.

In subsequent meetings the Committee developed a set of proposed projects to improve bicycling within the City of Calistoga. With the help of the Special Projects Coordinator from the City of Calistoga Public Works Department, the BAC applied for TDA Article 3 funding to get these projects underway.

The City of Calistoga Circulation Element was inadequate to qualify for TDA and BLA funding. Thus the first TDA grant application was for planning money to create a Bicycle Transportation Plan. In the 94/95 TDA funding cycle the City received money for hiring of planning intern to draft the Bicycle Transportation Plan; production of bicycle map; purchase and installation of 100 "bike route" signs and; creation of a safety education plan. This document is one result of this successful funding application.

There is an existing Napa River Trail Study which was completed in April 1994. This study was prepared by the National Park Service with input from many local citizens and agencies. The major emphasis of this study was the proposed addition of a recreational bicycle/ pedestrian trail along the Napa River through the City of Calistoga. The Napa River Trail Study is <u>not</u> a part of this Bicycle Transportation Plan, thus the policies, plans, and implementation schedule contained in this BTP do not apply to the Napa River Study. The Napa River Study was consulted in the creation of this BTP and some portions were incorporated.

1. Creation of Bicycle Plan

The impetus for creation of the bicycle plan was the need for better facilities in a city which is otherwise very well suited to bicycling. The City of Calistoga encompasses an area of approximately 2.5 square miles and being on the floor of the Napa Valley is generally flat. Calistoga's climate is warm and dry six to nine months each year. These combined factors make Calistoga an ideal place to ride a bicycle for residents and visitors alike.

Although Calistoga appears well suited for bicycling, there are relatively few cyclists to be seen around town[1]. The BAC and the Calistoga Bicycle Planner estimate that there are approximately 120 bicycle riders per day in Calistoga. In comparison, 10,105 motor-vehicles per day travel on Calistoga's main street, Lincoln Avenue (Tilton, Allan G p.8).

Staff and the BAC developed and distributed The 1994 Calistoga Bicycle Use Survey in order to document the bicycle travel habits of residents and visitors. The majority of respondents to the survey said that improved bicycle facilities would encourage them to ride more often. One hundred percent of visitors responded that improved facilities would encourage them to bring their bike and/or ride more often in Calistoga. Based on the results of the survey it is clear that improved facilities will increase the percentage of cyclists in Calistoga. Complete survey results are detailed below.

1.21 Survey Results

RESULTS: 659 surveys were distributed, and 92 completed surveys were collected; response rate = 14%. Of the 92 respondents, 82 had bicycles. Those 82 people had 215 total bicycles, an average of 2.62 bicycles per household. Of those 82 persons with bicycles:

-59% ride them 4 or more times per week;
-33% ride them 1-3 times per week;
-15% ride them 1-3 times per month and;
-0% said that they never ride their bicycles.

---

[1] Quantification of exact numbers of bicycle riders is very difficult without detailed traffic studies. The current number of cyclists in Calistoga may be approximated from the following information.
1. There are 135 bicycles registered with the Calistoga Police Department.
2. Palisades Mountain Sport rents approximately 3 bikes per day.
3. Getaway Bike Tours rents approximately 6 bikes per day in addition to the 80 people per month that participate in their organized bike tours through the area.
4. 15-30 kids ride their bikes to elementary school each day and 10-20 kids ride to junior high and high school in Calistoga, according to the principal of Calistoga Elementary School .
5. Approximately 50-60 people ride in and around Calistoga on a daily basis, according to local bike commuters and based on personal observation.
6 Backroads Tours sends approximately 1000 bike tourists per season (May-December) through Calistoga. Trips are here mid-week for one night and two days.

-90% ride their bicycles for recreation;
-46% ride their bicycles for transportation to work/school and;
-38% ride their bicycles for shopping.
-76% requested bike lanes along city streets;
-52% requested bike racks located around town and;
-50% requested separate paths for bicycles and pedestrians.

Of the 92 respondents, 61 were Calistoga residents and 31 were visitors. 100% of the visitors responded that better bike facilities would encourage them to bring their bicycles and/or ride more often in Calistoga.

The "top 10" most heavily used streets in Calistoga are:

1. **LINCOLN AVENUE**
2. Grant Street
3. Silverado Trail
4. Highway 29 South and Highway 128 North (tied)
5. Fair Way
6. Cedar Street
7. Oak Street
8. Brannan Street
9. Washington Street
10. Highway 29 North

In the "other" category of improvements to encourage bicycle riding, 15 people cited the need for smoother streets, fixing potholes, repaving, etc.

1.3 Public Input

Two public forums were held (on August 17 & 18, 1994) in order to gather more community input for the proposed bicycle plan. Public notice was given in the local *Weekly Calistogan* newspaper in two consecutive issues (August 4 and August 11, 1994). Additionally, two feature length articles in the Sports section of the August 11 edition were run, detailing the planning effort and repeating the dates and times of the upcoming public forums. Staff distributed bright orange flyers around town with information about content, date, and time of the public forums.

Despite this intensive public notification effort, turnout for the public forums was very low. However, approval of the proposed Bicycle Master Plan as presented was unanimous among the citizens that did attend. The Plan that was presented was based on BAC proposals, Public Survey Results, and City Staff recommendations.

2.0 EXISTING BICYCLE FACILITIES

*(A definition of bicycle facility classifications is included as **Table 1**)

Class II bike lanes along Silverado Trail from Dunaweal Ln. to Highway 29 Junction, without signs or pavement markings designating it as bike route.

Lincoln Avenue from Wapoo Ave. to Silverado Trail has wide shoulders which provides adequate room for cyclists, a de facto Class II bike lane without signs or pavement markings.

Two green signs with a bicycle symbol and arrow at the Cedar St./Lillie St. intersection.

Cyrus Creek Bridge connecting a paved bike/pedestrian path leading to N. Cedar St.

Two bike symbol signs on a post at the Cyrus Creek Path/N. Cedar St. junction.

One bike/ped. bridge over the Napa River at the end of Denise Dr. connecting to a bike/ped. paved path leading to Centennial Ct.

One bike rack at the Calistoga Library.

Two bike racks in Pioneer Park.

One bike rack in front of the historic Masonic Lodge building.

One bike rack in front of the structure at the corner of Lincoln & Wapoo Ave.

One bicycle rack next to 1237 Lincoln Avenue on Cedar Street.

One bicycle rack in front of 1491 Lincoln Ave (corner of Lincoln & Fair Way).

Multiple bicycle racks at Calistoga Elementary and High Schools.

One bicycle rack next to the Calistoga Community Center.

One bike rack capable of holding eight bicycles in front of the Post Office.

(Maps of existing bikeways and rack locations are included as Figures 2.1 and 2.12)

TABLE 1

BICYCLE FACILITY DEFINITIONS

BIKEWAY CLASSIFICATION	DESCRIPTION
Class I	A completely separated right-of-way is designated for the exclusive use of bicycles. Vehicle and pedestrian cross flow are minimized.
Class II	A restricted right-of-way is designated for the exclusive or semi-exclusive use of bicycles. Through motor vehicle and pedestrian traffic is prohibited. Vehicle and pedestrian cross flows are permitted.
Class III	A right-of-way is designated by signs or pavement markings. The right-of-way is shared by motor vehicles, bicycles, and pedestrians.

Source: Allan G. Tilton, P.E., 1989

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EXISTING BIKEWAYS
CLASS 1 BIKE PATHS
CLASS 2 BIKE LANES
CLASS 3 BIKE ROUTES
NOT TO SCALE
TO MIDDLETOWN. 13 MI
TO GEYSERVILLE 21 MI
ST HELENA: 8 MILES
NAPA: 24 MILES
NAPA RIVER
SILVERADO TRAIL
LINCOLN AVE
FOOTHILL BLVD
MT ST HELENA GOLF COURSE
FAIRGROUNDS
ATHLETIC FIELD
CALISTOGA SPRINGS MOBILE HOME PARK
CHATEAU CALISTOGA MOBILE HOME PARK
LANDING STRIP AIRPARK (PRIVATE)
TRAIN DEPOT
RANCHO DE CALISTOGA MOBILE HOME PARK
PIONEER PARK
PIONEER CEMETARY
OLD FAITHFUL GEYSER
PETRIFIED FOREST RD
CYRUS CREEK
GREENWOOD AVE
GARNETT CREEK
MYRTLEDALE RD
GRANT ST
COUNTY HWY
ROSEDALE RD
PICKETT RD
SIMMONS CANYON
DUNWEAL LN
MOUNTAIN CREEK
DIAMOND MT RD
TERRACE DR
KORTUM CANYON RD
LERNER DR
WASHINGTON ST
SCHOOL ST
CEDAR ST
MYRTLE ST
BRANNEN ST
STEVENSON ST
MIRIAM AVE
FAIR WAY
ARCH WY
ADELE AVE
REYNARD LN
AURORA DR
MONEY LN
PALISADES DR
CINNABAR CT
OAT HILL CT
TABLE ROCK CT
EMERALD DR
CARLI DR
MORA AVE
MAGGIE AVE
AMBER WY
REDWOOD AVE
MICHAEL WY
VIEW RD
BENNET LN
TUBBS LN
CENTENNIAL CIR
GARNETT CREEK CT
FAIRWAY VISTA CT
BLOSSOM CREEK
DEBBIE RD
PARK WY
JANIS WY
DENA WY
KATHY WY
DENISE DR
MITZI
FOOTHILL
W. MYRTLE ST
LILLIE ST
WILLOW ST
CYRUS CREEK
CYRUS CT
CYRUS PARK
HIGH ST
FISCHER AVE
FILMORE ST
HARLEY ST
LAKE ST
4TH ST
3RD ST
2ND ST
1ST ST
GERRARD ST
FRANKLIN ST
ANNA ST
EDDY ST
EARL ST
GOLD ST
SILVER ST
BERRY ST
SPRING ST
ELM ST
HAZEL ST
PINE ST
OAK ST
A
B
C
D
1
2
3

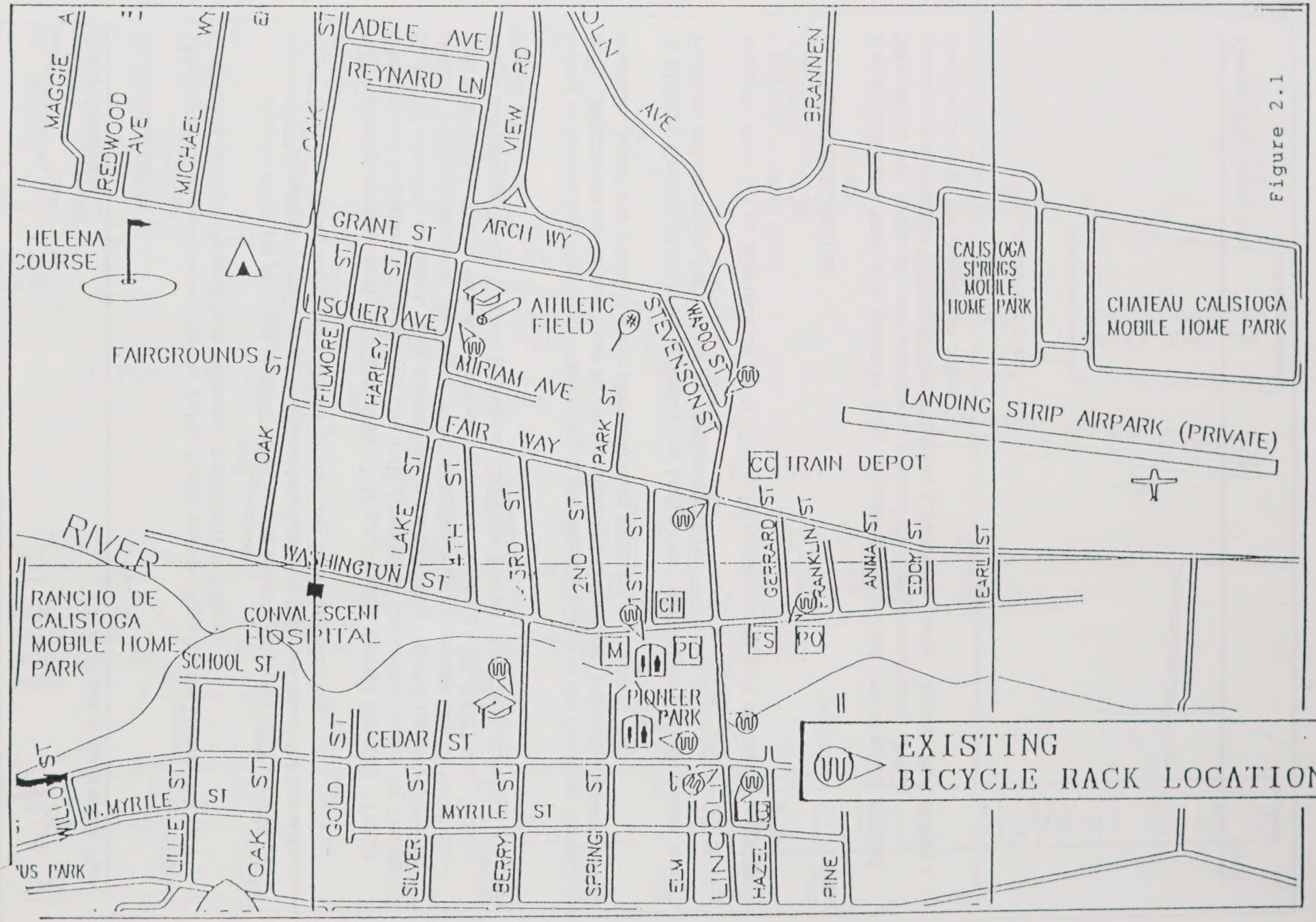

EXISTING
BICYCLE RACK LOCATION
MAGGIE
REDWOOD AVE
MICHAEL
ADELE AVE
REYNARD LN
VIEW RD
BRANNEN
HELENA COURSE
GRANT ST
ARCH WY
ATHLETIC FIELD
FAIRGROUNDS
FILMORE
HARLEY
MIRIAM AVE
STEVENSON ST
WOOD ST
CALISTOGA SPRINGS MOBILE HOME PARK
CHATEAU CALISTOGA MOBILE HOME PARK
LANDING STRIP AIRPARK (PRIVATE)
FAIR WAY
PARK ST
TRAIN DEPOT
OAK
LAKE
4TH
3RD
2ND
1ST
GERRARD
FRANKLIN
ANNA
EDDY
EARL
RIVER
WASHINGTON
RANCHO DE CALISTOGA MOBILE HOME PARK
CONVALESCENT HOSPITAL
SCHOOL ST
PIONEER PARK
CEDAR ST
WILLOW
W. MYRITE
MYRITE ST
GOLD
LILLIE
OAK
SILVER
BERRY
SPRING
ELM
LINCOLN
HAZEL
PINE

Figure 2.1

2.1 Transit Systems

The City of Calistoga is served by one public transit system, Napa Valley Transit (NVT). The bicycle policy excerpted from the transit schedule is as follows:

> Bicycle racks are provided on NVT buses and, in addition, bicycles ARE allowed on NVT as long as there is room, and the riders hold their bicycles out of the bus aisles. If the bus is crowded, you and your bicycle may be denied boarding.

NVT currently operates between 6:00 a.m. and 7:00 p.m.Monday through Saturday. Transit schedules are available in the Calistoga City Hall, Chamber of Commerce, posted on Transit Stops, and available on board. Free connections to the following regional transit systems are offered: VINE which serves the City of Napa; Bear Flag Express serving City of Yountville and; local Vallejo Transit routes. Non-free connections include BART, BART-link, Vallejo Ferry, and Benicia Transit System. **(A map of Calistoga Transit Stops is included as Figure 2.2)**

Access to Amtrak and Greyhound transportation systems is available at the Calistoga Transit stops. Information concerning these services is contained in the Napa Valley Transit schedules, which are available at the aforementioned locations.

In addition, Greyhound stops at the Napa River bridge every morning on its way to San Francisco and returns in the evening for northbound traffic.

Currently there are no bike racks at the NVT stops, however section 6.12 of this plan contains a proposal to install them.

2.2 Existing Rest Facilities

Due to Calistoga's small size, generally short commute distances, and lack of public demand there are no free public showers available or planned for bicycle commuters. Public restrooms are available in Pioneer Park and at the Community Center. Pioneer Park is also a pleasant rest area for cyclists and others.

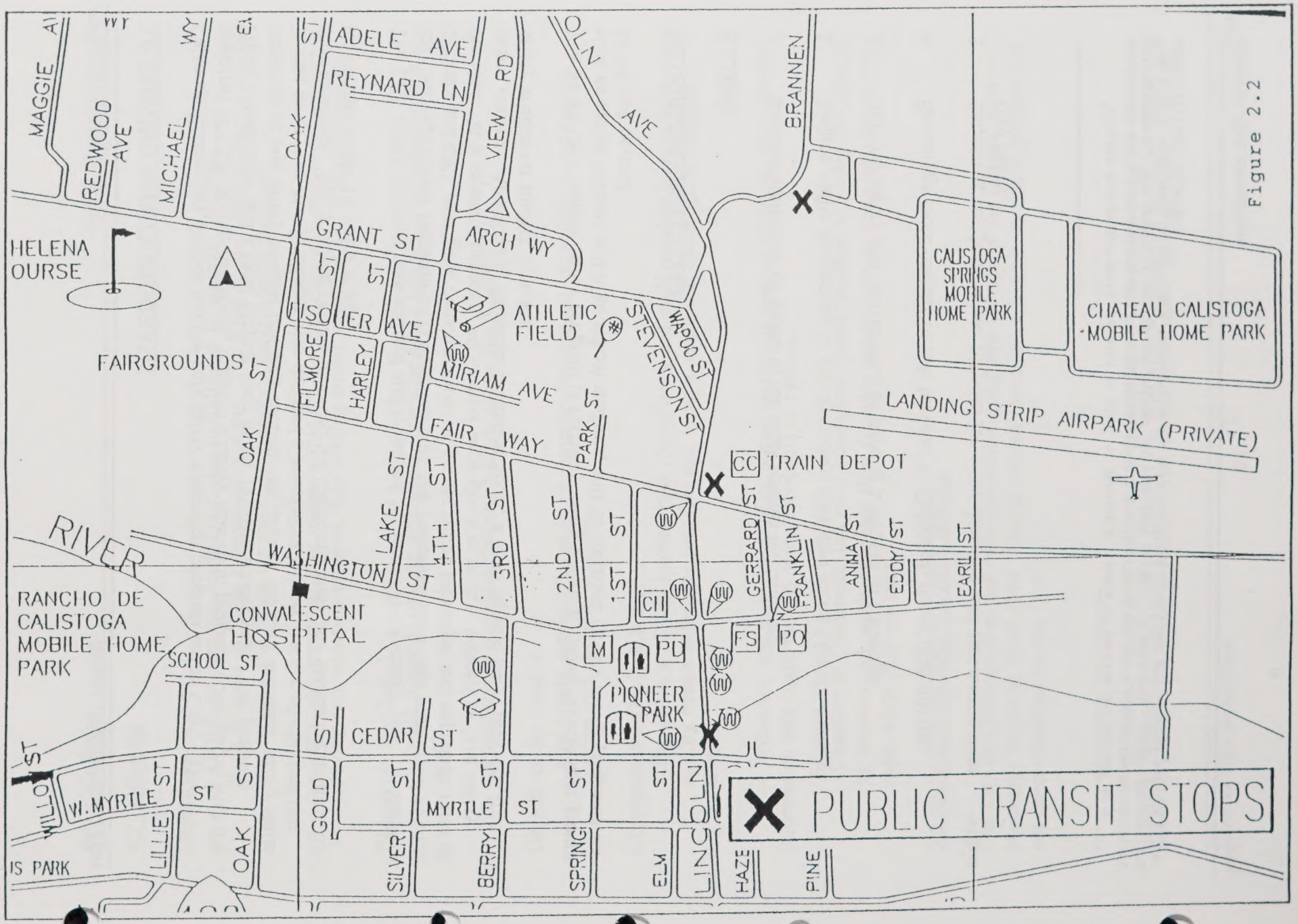

PUBLIC TRANSIT STOPS
ADELE AVE
REYNARD LN
VIEW RD
LINCOLN AVE
BRANNEN
MAGGIE
REDWOOD AVE
MICHAEL
OAK
GRANT ST
ARCH WY
HELENA OURSE
FAIRGROUNDS
ATHLETIC FIELD
STEVENSON ST
WOOD ST
CALISTOGA SPRINGS MOBILE HOME PARK
CHATEAU CALISTOGA MOBILE HOME PARK
LANDING STRIP AIRPARK (PRIVATE)
MIRIAM AVE
FAIR WAY
PARK ST
FILMORE
HARLEY
CC TRAIN DEPOT
RIVER
WASHINGTON ST
LAKE ST
4TH ST
3RD ST
2ND ST
1ST ST
GERRARD ST
FRANKLIN ST
ANNA ST
EDDY ST
EARL ST
CH
M
PD
FS
PO
RANCHO DE CALISTOGA MOBILE HOME PARK
CONVALESCENT HOSPITAL
SCHOOL ST
PIONEER PARK
CEDAR ST
W. MYRTLE ST
MYRTLE ST
GOLD ST
SILVER ST
BERRY ST
SPRING ST
ELM ST
LINCOLN
HAZEL
PINE
LILLIE
OAK
IS PARK

Figure 2.2

3.0 EXISTING SAFETY PROGRAMS

Calistoga Elementary School has the only safety education program in the City. The principal of CES, Kevin Eisenberg, initiated a safety education program coordinated with the Police Department and a local bicycle shop in the 1992-93 school year. The program consisted of one safety seminar teaching children the rules of the road and basic safety skills. In that same year Mr. Eisenberg also initiated a mandatory helmet law for all children that rode to school. Mr. Eisenberg's rule preceded the California state law mandating helmets for all cyclists under 18 years of age.

The CES safety program was updated and expanded for the 1993-94 school year. In 93-94 the Calistoga Police Department contributed time and personnel for a bike rodeo held at CES. Officers and CES staff gave demonstrations of proper riding technique and explained rules of the road. In a separate program, 40 helmets were given to student winners of bike safety poster contest. And finally, Palisades Mountain Sport, a local bicycle shop, provided free safety checks on student bicycles.

The 94-95 CES bicycle safety program is currently being planned. Other bicycle user groups, such as senior citizens and high school students, will be included in City safety programs for 94-95 and beyond.

4.0 GOALS & OBJECTIVES

4.1 Goals

1. Improve suitability of routes to the local schools for children.

2. Reduce traffic congestion in the downtown core area along Lincoln Avenue[2].

3. Improve safety and convenience of parking a bicycle in Calistoga.

4. Encourage more tourists to ride bicycles in Calistoga, rather than driving.

5. Encourage residents to use bicycles for short shopping and commuting trips within City limits.

---

[2]Lincoln Avenue currently operates at Level of Service D. Levels of Service are defined as a qualitative measure describing working conditions within a traffic stream and their perception by motorists and passengers. Six levels of service are defined for each type of facility analyzed. Letter designations, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. (Tilton, Allan G.)

4.2 Objectives

Objectives for Goal 1.

- Designate common commute routes to Calistoga Elementary, Jr. High, and High Schools as "Bike Routes" using signs. The signs should alert drivers to the fact that cyclists will be on the road and encourage drivers to be cautious.

- Streets designated as bike routes within the General Plan will receive priority for re-paving and widening projects, thus making streets smoother and wider for cyclists.

Objectives for Goal 2.

-Replace diagonal parking with parallel parking along Lincoln Avenue and add bike lanes[3].

- Construction of bike/pedestrian bridges across the Napa River.

Objectives for Goal 3.

- Add highly visible bike racks to common destinations, especially along Lincoln Avenue and at public facilities.

Objectives for Goals 4 & 5.

- The addition of well marked bike routes/lanes and highly visible bike parking racks to City streets will make residents and visitors aware that Calistoga is "bicycle friendly".

- Production and distribution of an attractive bicycle map of Calistoga with detailed information will make the city more accessible to cyclists.

- Chamber of Commerce and local businesses should promote bicycling in Calistoga by encouraging residents to ride their bicycles and visitors to bring bicycles or rent them while they are here.

5.0 BICYCLE INCENTIVE PROGRAMS

The City of Calistoga does not have any official programs outside of the General Plan to encourage bicycling as of 1994. Due to limited resources, a bicycle incentive program has not been identified by the City.

---

[3] "The downtown core area on Lincoln Avenue (State Route 29) between Cedar Street and Fair Way is congested. Congestion at this location is due in part to existing angled parking on Lincoln Avenue, high pedestrian activity, and parking maneuvers." (Traffic/Circulation Element, Calistoga General Plan p.88)

A comprehensive library of bicycle incentive programs, safety education materials, and other bike related materials and contacts is located in City Hall. This material can and should be used by the BAC or any other interested group or staff member to set up bicycle programs in the City of Calistoga. Materials should be added to this collection as they become available.

6.0 BICYCLE TRANSPORTATION PLAN PROJECTS

This list of bike projects to be implemented in the City of Calistoga is divided into three categories based on fiscal feasibility. The implementation schedule is included as section 8.0 in this document. Projects included in this Bicycle Transportation Plan do not preclude the consideration of worthy bicycle transportation projects that may be presented in the future.

All projects are to be implemented in compliance with the standards set forth in the Caltrans Design Manual, Chapter 1000 (included as Appendix A). All costs are estimates of total project cost. Estimated Costs were not provided for Projects 23 - 26 because the expected implementation dates are very futuristic and these are State owned right of ways, generally it can be expected that the costs will be in excess of $1 million for each project.

Definition of Project Categories:

Category I: These projects already have funding secured for purchase of materials and labor, and only need to be scheduled for implementation by the City of Calistoga Public Works Department.

Category II: These projects are estimated to cost less than $10,000 dollars each and thus not necessarily require project specific grant funding for implementation.

Category III: These projects generally cost more than $10,000 to implement and are thus dependent on successful acquisition of project specific grant funding.

6.1 Category I Projects

Bikeways

The City of Calistoga received $18,478 from TDA article 3 funding for the purchase and installation of 100 Bike Route signs. This funding must be spent in the 94/95 fiscal year. Streets receiving bike route signs are designated as Class III bike routes and are subject to design standards of Caltrans Design Manual Chapter 1000. (Caltrans Design Manual, Chapter 1000 is included as Appendix A)

(A map of Category I projects is included at the end of the section as Figure 6.1)

PROJECT 1 DESCRIPTION: Class III Bike Route. Install *bike route* signs on Cedar St. from Lincoln Ave. to Cyrus Creek Path. Two signs at every intersection, 18 signs total.

LENGTH: 2,760 ft.

PROJECT 2 DESCRIPTION: Class III Bike Route. Install *bike route* signs on N. Cedar St. from Cyrus Creek Path to Foothill Blvd. 2 signs at each end and 2 signs midway along N. Cedar, 6 signs total.

LENGTH: 690 ft.

PROJECT 3 DESCRIPTION: Class III Bike Route. Install *bike route* signs on Mitzi Drive and Debbie Way for Southbound bicycle traffic and on Denise Dr. and Kathy Way for Northbound traffic. On Centennial Circle, the Northbound *route* shall be adjacent to the golf course and the Southbound *route* shall be on the Westerly side of the Circle. Directional arrows shall be added where the route changes directions (ie. Mitzi Dr. to Debbie Wy.), and two signs at each end of bike/ped path and bridge over Napa River, 20 signs total.

LENGTH: Class I 400 ft. Class III 3,300 ft.

PROJECT 4 DESCRIPTION: Class III Bike Route. Install *bike route* signs along Myrtledale Rd./Grant St. from City Limits to Lake St. Two signs at City Limits and intersections of Greenwood Ave., Centennial Ct., Mora Ave., Michael Way, Oak St. and Lake St., 16 signs total.

LENGTH: 6210 ft.

PROJECT 5 DESCRIPTION: Class III Bike Route. Install *bike route* signs on Lake St. from Silverado Trail intersection to Washington St.. 2 signs at Silverado Trail, 2 signs at Money Lane, 2 signs at Arch Way, 2 signs at Grant St., 1 Southbound sign at Fischer Ave., 1 Northbound sign at Miriam Ave., and 2 signs at Fair Way intersection, 2 signs midblock, and 2 signs at Washington St., 18 signs total.

LENGTH: 2800 ft.

PROJECT 6 DESCRIPTION: Class III Bike Route. Install b*ike route* signs on Fair Way from Lake St. to Lincoln Ave. 2 signs at all intersections except 4th St., 10 signs total.

LENGTH: 1150 ft.

PROJECT 7 DESCRIPTION: Class III Bike Route. Install *bike route* signs on Third St. from Washington St. to Fair Way. 2 signs at each end of Third St., 4 signs total.

LENGTH: 690 ft.

PROJECT 8 DESCRIPTION: Class III Bike Route. Install *bike route* signs on Berry St. from Washington St.. to Cedar St. 2 signs at each intersection, 4 signs total.

LENGTH: 644 ft.

PROJECT 9 DESCRIPTION: Class III Bike Route. Install *bike route* signs on Washington St. from Lake St. to Berry St. 2 signs at Lake St., 1 Westbound sign at Third St., 1 Eastbound sign at Berry St., 4 signs total.

LENGTH: 644 ft.


CATEGORY 1 PROJECTS
CLASS 1 BIKE PATHS
CLASS 2 BIKE LANES
CLASS 3 BIKE ROUTES
NOT TO SCALE
TO MIDDLETOWN, 13 MI
TO GEYSERVILLE 21 MI
OLD FAITHFUL GEYSER
MT ST HELENA GOLF COURSE
FAIRGROUNDS
ATHLETIC FIELD
CALISTOGA SPRINGS MOBILE HOME PARK
CHATEAU CALISTOGA MOBILE HOME PARK
LANDING STRIP AIRPARK (PRIVATE)
TRAIN DEPOT
RANCHO DE CALISTOGA MOBILE HOME PARK
PIONEER PARK
PIONEER CEMETARY
NAPA RIVER
ST HELENA: 3 MILES
NAPA: 24 MILES

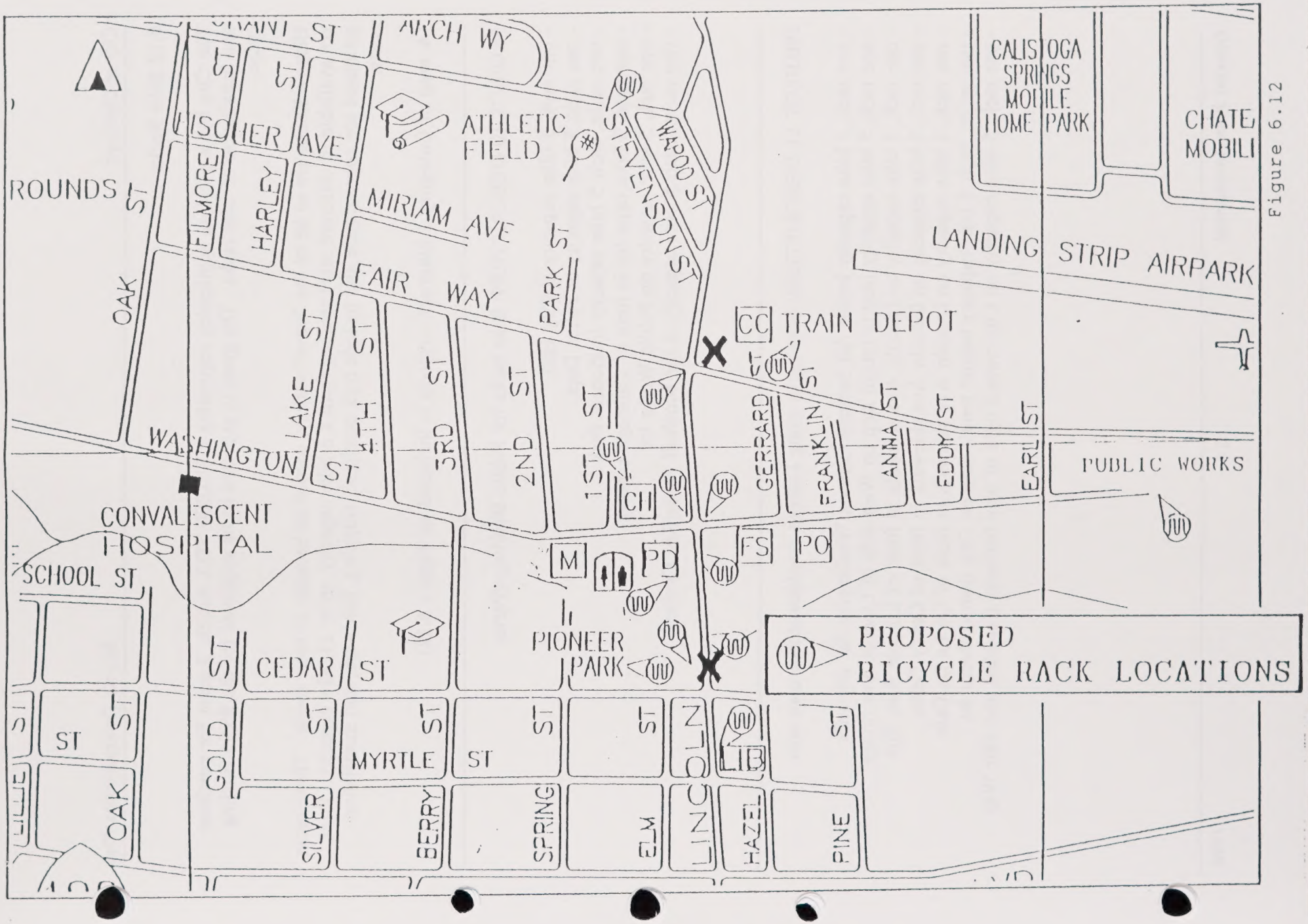

ARCH WY
ATHLETIC FIELD
STEVENSON ST
WAPOO ST
CALISTOGA SPRINGS MOBILE HOME PARK
CHATE MOBILI
ROUNDS ST
FILMORE
HARLEY
MIRIAM AVE
FAIR WAY
PARK ST
LANDING STRIP AIRPARK
OAK
LAKE ST
4TH ST
3RD ST
2ND ST
1 ST ST
CC TRAIN DEPOT
GERRARD ST
FRANKLIN ST
ANNA ST
EDDY ST
EARL ST
WASHINGTON ST
PUBLIC WORKS
CH
CONVALESCENT HOSPITAL
SCHOOL ST
M
PD
FS
PO
PIONEER PARK
CEDAR ST
PROPOSED BICYCLE RACK LOCATIONS
GOLD ST
MYRTLE ST
LIB
LINCOLN ST
OAK ST
SILVER
BERRY
SPRING
ELM
HAZEL
PINE

Figure 6.12

6.12 Bike Racks

The City has a pending application requesting a $10,000 TDA Article 3 grant for purchase and installation of bike racks. The grant is expected to be approved for the 95/96 funding cycle.

Bicycle Racks are to be of the "wave" variety, named so because of their shape. These racks are available in different sizes ranging from a 3 bike capacity up to 11 bike capacity. Price estimates are approximate and include rack purchase, shipping, hardware, and installation costs.

(A map of Category I bikerack projects is included as Figure 6.12)

PROJECT 10 DESCRIPTION: Bike racks for Public Buildings/Parks

- one rack, 5 bike capacity at City Hall
- one rack, 5 bike capacity at Police Dept.
- two racks, each 5 bike capacity in Pioneer Park
- one rack, 3 bike capacity in front of Calistoga Library
- one rack, 5 bike capacity on Public Works lot
- two racks, each 5 bike capacity at the Monhoff Parks/Rec Center

---

PROJECT 11 DESCRIPTION: Bike racks along Lincoln Ave/downtown core area

- one rack, 5 bike capacity beside All Seasons Cafe on Washington St. sidewalk
- one rack, 5 bike capacity next to transit stop on West side of Lincoln Ave bridge
- one rack, 3 bike capacity on Lincoln Ave sidewalk in front of Lincoln Ave. Spa
- one rack, 3 bike capacity on Lincoln Ave sidewalk in front of Candy Cellar
- one rack, 3 bike capacity on Lincoln Ave sidewalk in front of Oh La La Cafe
- two racks, each 5 bike capacity behind transit stop on City owned Depot lot
- one rack, 5 bike capacity on City owned right of way between Cal-Mart and Fair Way

6.2 Category II Projects

A map of Category II projects is included at the end of the section as Figure 6.2)

---

*(Implementation of this project is subject to determination of feasibility by preliminary engineering studies which have not yet been completed.)

PROJECT 12 DESCRIPTION: Class II Bike Lane. Add *bike lanes* along both sides of Lincoln Ave. from Cedar St. to Wapoo Ave. Project involves removing existing diagonal parking striping and replacing them with parallel striping, striping bike lanes, and adding bike lane signs along Lincoln Ave. (Refer to Caltrans Design Manual Chapter 1000 for specifics.)

LENGTH: 2,000 ft.

PROJECT 13 DESCRIPTION: Modification of Cyrus Creek bike/ped path facilities. Visibility around the two sharp corners on the path needs to be improved. Removal of additional wood slats from cyclone fence on one corner and the addition of a 2′ diameter convex mirror on the outside of the corner on the other corner will improve visibility.

PROJECT 14 DESCRIPTION: Class II Bike Route. Add bike lanes along Brannan St. to to the Silverado Trail. Install *bike route* signs along Brannan St. from Highway 29 to Silverado Trail. 2 signs at either end and 2 signs near entrance to Mobile Home Parks, 6 signs total.

LENGTH: 1242 ft.

PROJECT 15 DESCRIPTION: Class III Bike Route. Install *bike route* signs along Oak St. from Grant St. to Washington St. 2 signs at each intersection, 8 signs total.

LENGTH: 1748 ft.

PROJECT 16 DESCRIPTION: Class III Bike Route. Install *bike route* signs along Washington St.. from Oak St. to Lake St. 2 signs at Oak St., 2 signs total.

LENGTH: 644 ft.

PROJECT 17 DESCRIPTION: Class III Bike Route. Install *bike route* signs along Washington St.. from Third St. to the East end of Washington St.. 2 signs at Third St., First St., Lincoln Ave., Gerrard St., and Anna St.

LENGTH: 2070 ft.

PROJECT 18 DESCRIPTION: Class III Bike Route. Extend *bike route* on Berry Street from Cedar St. to Foothill Blvd. 2 signs at each intersection, 4 signs total.

LENGTH: 790 ft.

PROJECT 19 DESCRIPTION: Class III Bike Route. Extend *bike route* on Fair Way from Lake St. to Oak St. 2 signs at each intersection, 6 signs total.

LENGTH: 780 ft.

PROJECT 20 DESCRIPTION: Class II Bike Lane and Class III Bike Route. Extend *bike lane* on Lincoln Ave from the end of the *bike lane* at Wapoo St. to the intersection of Silverado Trail. And add *bike route* designation to Lincoln Ave. from Cedar St. to Foothill Blvd. Install *bike lane* and *route* signs as directed in Cal Trans Chapter 1000 guidelines.

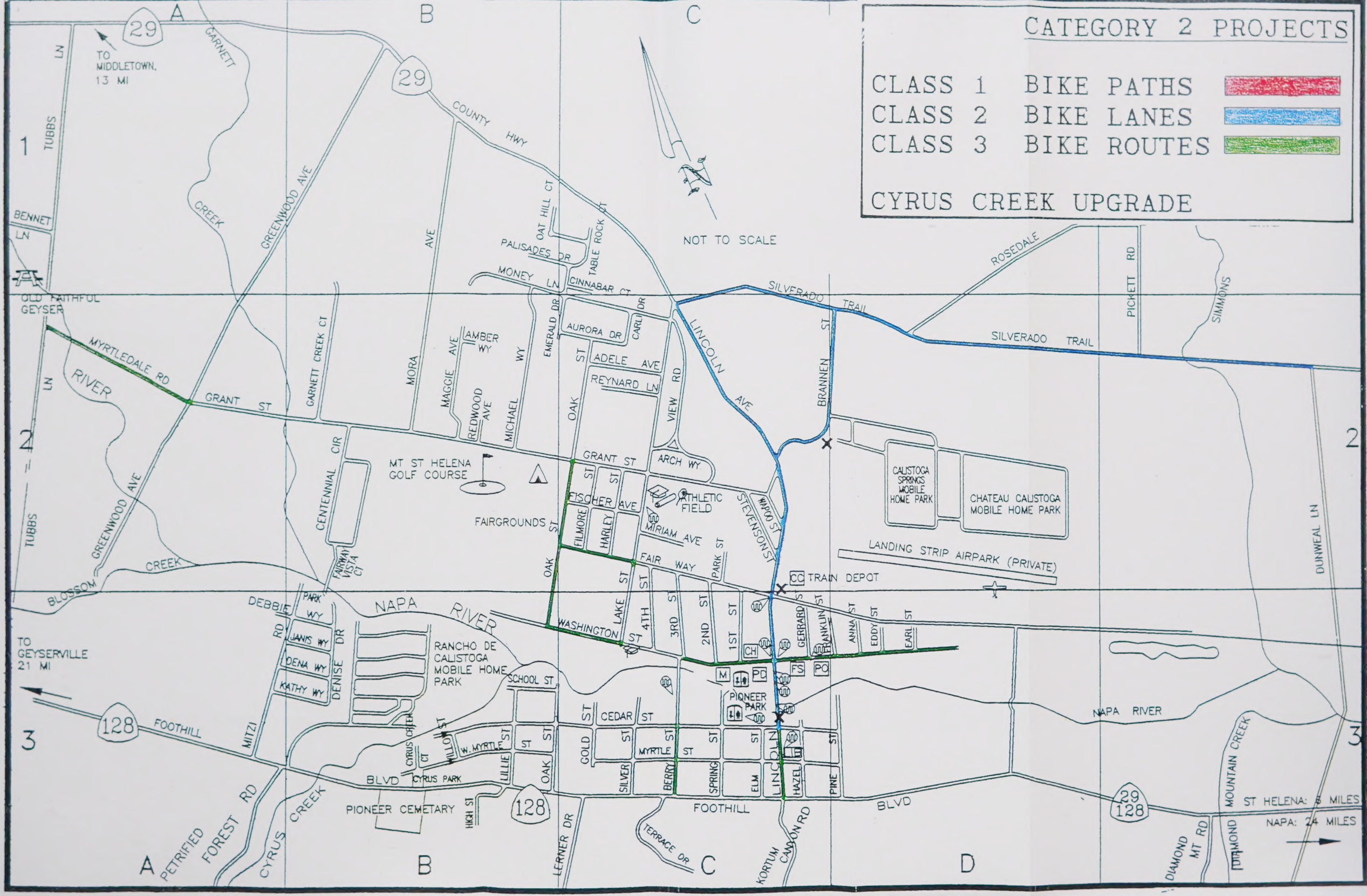
LENGTH: 1700 ft.

PROJECT 21 DESCRIPTION: Class III Bike Route. Extend *bike route* on Myrtledale Rd. from City Limits to Tubbs Lane. Install signs as directed in Cal Trans Chapter 1000 guidelines.

LENGTH: 1,200 ft.

PROJECT 22 DESCRIPTION: Class II Bike Lanes. Add *bike lane* pavement markings to Silverado Trail from the Highway 29 junction to Dunaweal Ln. Install 2 signs at: Highway 29; Brannan St.; Picket; Dunaweal Ln; midway between Rosedale Rd. and Picket Rd. and; midway between Picket Rd. and Dunaweal Ln., 12 signs total.

LENGTH: 6,900 ft.


CATEGORY 2 PROJECTS
CLASS 1 BIKE PATHS
CLASS 2 BIKE LANES
CLASS 3 BIKE ROUTES
CYRUS CREEK UPGRADE
NOT TO SCALE
TO MIDDLETOWN, 13 MI
TO GEYSERVILLE 21 MI
ST HELENA: 6 MILES
NAPA: 24 MILES
OLD FAITHFUL GEYSER
MT ST HELENA GOLF COURSE
ATHLETIC FIELD
CALISTOGA SPRINGS MOBILE HOME PARK
CHATEAU CALISTOGA MOBILE HOME PARK
LANDING STRIP AIRPARK (PRIVATE)
TRAIN DEPOT
RANCHO DE CALISTOGA MOBILE HOME PARK
PIONEER PARK
PIONEER CEMETARY
CYRUS PARK
NAPA RIVER
MYRTLEDALE RD
GRANT ST
COUNTY HWY
SILVERADO TRAIL
ROSEDALE
PICKETT RD
SIMMONS
LINCOLN AVE
BRANNEN ST
FOOTHILL BLVD
WASHINGTON ST
FAIRGROUNDS ST
SCHOOL ST
CEDAR ST
MYRTLE ST
GREENWOOD AVE
TUBBS LN
BENNET LN
GARNETT CREEK
BLOSSOM CREEK
MOUNTAIN CREEK
DIAMOND MT RD
DUNWEAL LN
PETRIFIED FOREST RD
CYRUS CREEK
LERNER DR
TERRACE DR
KORTUM CANYON RD
STEVENSON ST
WAPOO ST
ARCH WY
MIRIAM AVE
FAIR WAY
PARK ST
OAK HILL CT
TABLE ROCK CT
PALISADES DR
MONEY LN
CINNABAR CT
EMERALD DR
AURORA DR
CARL DR
ADELE AVE
REYNARD LN
VIEW RD
AMBER WY
MAGGIE AVE
REDWOOD AVE
MICHAEL WY
MORA AVE
GARNETT CREEK CT
CENTENNIAL CIR
FAIRWAY VISTA CT
DEBBIE RD
PARK WY
JANIS WY
DENA WY
KATHY WY
DENISE DR
MITZI
FOOTHILL
128
29
A
B
C
D
1
2
3

6.3 Category III Projects

(A map of Category III projects is included at the end of the section as Figure 6.3)

* Portions of this project are outside of Calistoga City Limits, Right of Way belongs to State of California.

PROJECT 23 DESCRIPTION: Class II Bike Lanes. Install *bike lanes* along Highway 29 from Tubbs Lane to Silverado Trail. Project involves widening the roadway and adding pavement, striping bike lanes on both sides of the Highway, and adding bike lane signs.

LENGTH: 6900 ft.

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* Portions of this project are outside of Calistoga City Limits, Right of Way belongs to the State of California.

PROJECT 24 DESCRIPTION: Class II Bike Lanes. Install *bike lanes* along Highway 29/128 from Dunaweal Ln. to Tubbs Ln. Project involves widening the roadway and adding pavement, striping bike lanes on both sides of Highway, and adding bike lane signs.

LENGTH: 14,200 ft.

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* This Project is not within Calistoga City Limits.

PROJECT 25 DESCRIPTION: Class II Bike Lane. Install *bike lane* signs and striping along Tubbs Lane from Highway 128 to Highway 29. Project involves widening the roadway and adding pavement, striping bike lanes on both sides of Highway, and adding bike lane signs.

LENGTH: 5750 ft.

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* This Project is not within Calistoga City Limits.

PROJECT 26 DESCRIPTION: Class II Bike Lane. Install *bike lanes* along Dunaweal Lane from Highway 29 to Silverado Trail. Project involves widening the roadway and adding pavement, striping bike lanes on both sides of Highway, and adding bike lane signs.

LENGTH: 3450 ft.

PROJECT 27 DESCRIPTION: Class II Bike Lanes. Install *bike lanes* along Grant St./Stevenson Ave. from Tubbs Lane to Lincoln Ave. Project involves widening the roadway and repaving the street surface, striping bike lanes, and adding bike lane signs, 2 at each intersection.

LENGTH: 1380 ft.

PROJECT 28 DESCRIPTION: Class I Bike/Ped. Path. Install *bike/ped. path* along Southern Pacific Railroad Right of Way from Sparrow Street to Dunaweal Ln. (Refer to Caltrans Highway Design Manual, Chapter 1000)

LENGTH: 3950 ft.

PROJECT 29 DESCRIPTION: Class II Bike Lane. A *bike lane* will be added to the N.Cedar St. crossover through Riverlea Square when the crossover is completed.

LENGTH: 75 ft.

PROJECT 30 DESCRIPTION: Class I Bike Path and Bridge. A *bike path* will be built to connect N. Oak St. with S. Oak St. Project involves purchasing property, building a bridge over the Napa River, and constructing a Class I Bike/Ped. Path.

LENGTH: 1000 ft.

PROJECT 31 DESCRIPTION: Class I Bike/Pedestrian Bridge and Path. Project includes a bridge over the Napa River and a path to connect Gerrard St. to Hazel St.

Length: 120 ft.

PROJECT 32 DESCRIPTION: Class II Bike Lane. Install bike lane along Southern Pacific Railroad Right of Way from Lincoln Avenue to Sparrow Street.

Length: 2350 ft.

PROJECT 33 DESCRIPTION: Class II Bike Lane. Upgrade Class III *bike routes* on Lincoln Ave. from Cedar St. to Foothill Blvd. to Class II *bike lanes.* Removal of parallel parking may be required. It is anticipated that this would be offset by construction of new parking lots elsewhere in the city.

LENGTH: 300 ft.

PROJECT 34 DESCRIPTION: Class I Bike/Pedestrian Bridge and Path. Project includes a bridge over the Napa River and a path connecting Pioneer Park to the Community Center and Sharpsteen Museum.

LENGTH: 60 ft.

PROJECT 35 DESCRIPTION: Class I Bike/Pedestrian Path adjacent to the Napa River extending from the Community Center to the City Public Parking Lot situated between Lincoln Avenue and Gerrard Street.

LENGTH: 700 ft.

PROJECT 36 DESCRIPTION: Class I Bike Lane. Project includes one two way bike lane along Cedar Street from the Cyrus Creek Bridge to Foothill Boulevard.

Length: 1,400 ft.

Projects 31 and 34 will provide access to the Class I path from both sides of the river and should provide shortcuts for pedestrians and cyclists thereby reducing congestion on Lincoln Avenue.


CATEGORY 3 PROJECTS
CLASS 1 BIKE PATHS
CLASS 2 BIKE LANES
CLASS 3 BIKE ROUTES
NOT TO SCALE
TO MIDDLETOWN, 13 MI
TO GEYSERVILLE 21 MI
OLD FAITHFUL GEYSER
MT ST HELENA GOLF COURSE
FAIRGROUNDS
ATHLETIC FIELD
CALISTOGA SPRINGS MOBILE HOME PARK
CHATEAU CALISTOGA MOBILE HOME PARK
LANDING STRIP AIRPARK (PRIVATE)
TRAIN DEPOT
RANCHO DE CALISTOGA MOBILE HOME PARK
PIONEER PARK
PIONEER CEMETARY
NAPA RIVER
CYRUS CREEK
BLOSSOM CREEK
GARNETT CREEK
TUBBS LN
BENNET LN
GREENWOOD AVE
MYRTLEDALE RD
GRANT ST
COUNTY HWY
SILVERADO TRAIL
ROSEDALE RD
PICKETT RD
CANYON
SIMMONS
LINCOLN AVE
BRANNEN ST
VIEW RD
ARCH WY
STEVENSON ST
WRIGHT ST
MIRIAM AVE
FAIR WAY
PARK ST
FISCHER AVE
FILMORE
HARLEY
OAK ST
MORA AVE
MAGGIE AVE
AMBER WY
REDWOOD AVE
MICHAEL WY
EMERALD DR
AURORA DR
CARLI DR
ADELE AVE
REYNARD LN
OAT HILL CT
TABLE ROCK CT
PALISADES DR
MONEY LN
CINNABAR CT
GARNETT CREEK CT
CENTENNIAL CIR
FAIRWAY VISTA CT
DEBBIE RD
PARK WY
JANIS WY
DENA WY
KATHY WY
DENISE DR
MITZI
WASHINGTON
LAKE ST
4TH ST
3RD ST
2ND ST
1ST ST
GERRARD ST
FRANKLIN ST
ANNA ST
EDDY ST
EARL ST
SCHOOL ST
CEDAR ST
GOLD ST
SILVER ST
MYRTLE ST
BERRY ST
SPRING ST
ELM ST
HAZEL ST
PINE ST
W. MYRTLE ST
LILLIE ST
WILLOW ST
CYRUS CREEK
CYRUS PARK
FOOTHILL BLVD
PETRIFIED FOREST RD
HIGH ST
LERNER DR
TERRACE DR
KORTUM CANYON RD
DUNWEAL LN
MOUNTAIN CREEK
DIAMOND MT RD
ST HELENA: 6 MILES
NAPA: 24 MILES
128
29
A
B
C
D
1
2
3

7.0 BICYCLE TRANSPORTATION PLAN POLICIES

Policy 1: Wherever possible, streets designated as Class III bike routes shall be upgraded to Class II bike lanes to better accommodate anticipated increases in traffic. (ie. Grant St. which is currently designated Class III will be upgraded to Class II when the street widening project is completed.)

Policy 2: City Streets which are designated as Class II or Class III bikeways shall receive top priority for all street widening and repaving projects.

Policy 3: Adequate bicycle accessible crossings of the Napa River shall be added as the demand increases.

Policy 4: Where feasible new arterial and collector streets constructed within the City shall have Class II bike lanes along both sides of the street.

Policy 5: Amend zoning regulations to require that new commercial developments in the City will be required to provide secure bicycle parking in the amount of: 5% of the number car parking spaces provided or 5 bike lock up spaces, whichever is greater.

Policy 6: Continue to support public access to existing recreational trails, especially Oat Hill Mine Road for non-motorized recreational uses including bicycling and hiking/running.

8.0 IMPLEMENTATION SCHEDULE AND PROCEDURE

Policy 7: **Project Implementation Schedule for BTP Projects**

Category I projects which have funding already allocated to them shall be implemented as soon as scheduling permits within the Public Works Department or from an outside subcontractor.

Category II projects, which generally cost less than $10,000, shall be implemented as soon as time and funding permits. The Lincoln Avenue Class II bike lane project, which is the highest priority Category II project, shall be implemented no later than the year 2000.

Category III projects, which generally cost more than $10,000, shall be implemented whenever grant funding becomes available.

8.1 Implementation Procedure

This document was created by a contract planning intern, as the City does not have adequate resources to hire a full time bicycle planner. After September 30, 1994 there will not be any City staff members dedicated exclusively to bicycle issues. Thus the following policies are intended to ensure that the projects and policies contained within this plan are carried out within the scope of this General Plan.

Policy 8: A minimum of 120 hours per year of City and/or Public Works Staff time will be devoted to Bicycle Transportation Plan (BTP) issues. Examples of work to be performed include: pursuit of grant funding for implementation of projects; review of BTP for reference in scheduling implementation of projects; assisting BAC in organizing bicycle use incentive programs; planning safety education programs; agendizing Public Works activities related to the Bicycle Plan and; actual implementation of BTP projects. BAC shall continue to receive secretarial and administrative support, this will be in addition to the allotted 120 hours per year for work on bicycle issues.

Policy 9: At least one BTP project shall be implemented every two years. Repaving of designated bike ways will count toward reaching this goal.

9.0 EXPECTED BENEFITS OF BICYCLE PLAN

Full Buildout of Category I Projects:

With the installation of bike racks in visible and convenient locations around the City and installation of a Class III Bike Route loop, bicycle use should rise approximately 15%. The expected increase in ridership is due to the 52% response on the public survey citing lack of adequate bike parking as a deterrent to bike riding.

The addition of bike routes around town should raise awareness among drivers that bicyclists will accompany them on City streets. Increased awareness among drivers should make cycling safer in Calistoga.

Full Buildout of Category II Projects:

The major change in this phase of the bike plan will be the addition of bike lanes to Lincoln Avenue. Numbers of locals and especially visiting bicyclists is expected to increase dramatically with the addition of Class II Bike Lanes to Lincoln Ave. One employee from Getaway Bike Tours of Calistoga said that because Lincoln Avenue is so congested and dangerous due to the current parking mode his company diverts bike tours around Lincoln Avenue, down various side streets. With the changes to Lincoln Ave. and the other additions to local bike routes the number of cyclists is expected to increase another 20%.

Full Buildout of Category III Projects:

When and if this phase of the bike plan is completed the number of bicyclists in Calistoga should at least be double the 1994 levels. This will be partly because of the general increased awareness over the expected long time period before this phase is completed and partly due to the advantages offered by the Category III projects.

(A map entitled BIKEWAYS PLAN, representing the full buildout of all Bicycle Plan Projects, is included as Figure 9.0)

BIKEWAYS PLAN

CLASS 1	BIKE PATHS	
CLASS 2	BIKE LANES	
CLASS 3	BIKE ROUTES	

NOT TO SCALE

TO MIDDLETOWN, 13 MI

TO GEYSERVILLE 21 MI

OLD FAITHFUL GEYSER

MT ST HELENA GOLF COURSE

ATHLETIC FIELD

CALISTOGA SPRINGS MOBILE HOME PARK

CHATEAU CALISTOGA MOBILE HOME PARK

LANDING STRIP AIRPARK (PRIVATE)

TRAIN DEPOT

RANCHO DE CALISTOGA MOBILE HOME PARK

PIONEER PARK

PIONEER CEMETARY

ST HELENA: 6 MILES

NAPA: 24 MILES

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PERSONS CONSULTED

Cortelyou, Catherine E. - Librarian, U.C. Berkeley Institute of Transportation Studies

Blunden, Rick - Chief, Caltrans Office of Bicycle Facilities

Eisner, Bruce - City of Santa Rosa Bicycle Planner

Millsap, Julie - Bicycle Coordinator, Santa Cruz County Regional Transportation Commission

Ponte, John - Congestion Management Agency for the Bay Area

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